

THE BISHOP'S SEARCH.

A THREE THOUSAND MILES TRIP TO AID AND SUCCOR.

The Incidents and Results of the Lengthy Voyage.

The mission in the cause of humanity, and on which the steamer C. R. Bishop left Honolulu on the 15th ultimo in an endeavor to accomplish is not yet forgotten by the public, nor is the commendable promptitude with which the Provisional Government forwarded the steamer in aid of the missing boat's crew of the wrecked Hawaiian bark Lady Lamson. The last news received from the steamer was off the island of Nihoa on the 15th ultimo, published in the ADVERTISER of the 20th ultimo. The steamer then took departure for her long sea voyage to the south, the route designated, taking in Palmyra, Washington and Fanning's Islands, and to include, before return home, an endeavor, if possible, to properly locate the wreck of the lost Lady Lamson.

Departure was taken from the coffin-shaped rock island of Kaula, off the coast of Nihoa, at 7:15 P.M. on the night of the 15th ultimo. Indications, on leaving Nihoa, were that unpleasant weather would be encountered, the wind coming in strong, fitful squalls from the N.E., and the previously regular pulsations of the bosom of the blue waters which form the deep channel between Nihoa and Kaula were more pronounced and less regular. As a consequence, the wet sheet and a flowing sea life on the ocean wave was quickly encountered, and the experience continued during the first three days of the voyage.

FALSE HOPES.

Immediately on leaving the island of Kaula, a mast-head lookout was established and maintained by the crew with commendable sharpness during the time it became their duty. On Sunday morning, the 16th ultimo, when less than twenty-four hours out from Nihoa, a warning cry from the lookout gave notice of some object being directly ahead of us and low in the water. Eyes were strained, and thoughts of an overturned boat flitted through the minds of the trio of on-lookers that surrounded Captain Le Claire, waiting in suspense for his judgment on the approaching and now partly discernible object. "A piece of timber about three feet square and a dozen feet long" said the captain. And as it passed by us and astern, we did look as though we had lost something. At noon, however, another notice from aloft again attracted attention to windward, and when the captain, after a long look through his glasses, said "I can see something moving on that object ahead there," we judged that the object of the mission would be fulfilled. Yes, we could all "see something moving" as the object came nearer and became more distinguishable. It was a tree, though that could be discovered from the length. But the moving objects, plainly moving, what were they? Quickly the floating tree came towards the steamer, and as it did the branches at the root end became displayed and also the moving objects—sea fowl, only three, but all moving.

THAT SWEET LITTLE CHERUB.

The weather continued boisterous until Washington's birthday, the sea aiding in making the way a rather "up hill and down dale" road to travel, the only satisfactory hours being spent when turned in and away from the occasion of the many mistakes induced by the expectation of a firm, but also fleeting, footing. Well and truly did wind and sea rock the cradle of the Bishop's voyagers, and they slept well, believing faithfully in Jack's cherub. And so did we think, on the morning of the 23d.

"There's a sweet little cherub that sits up and keeps watch o'er the life of poor Jack."

Now to relate: We had a strong wind up to sundown, on the 22d, and had made a good run—so good, in fact, that the navigating officer, Geo. Tyrol, and the captain both distrusted the return shown by the patent log of the distance run since noon. A lunar observation at 8:15 P.M. confirmed the opinion that the patent log was not reporting correctly so, as we were known to be approaching Kingsman's Shoal (where the Lady Lamson was lost), the speed of the vessel was reduced to allow of reaching the dangerous ground in daylight. Nothing happened until near midnight, when the chief officer, Mr. A. R. Thurston, noticed a sudden fall off in the sea swell, as if the vessel was under a lee. A consultation caused a further reduction in speed and a slight change in course. A bright lookout was kept but the blackness of the night pressed little hope for information from that source. Well, the night passed and in the morning, nothing but the broad ocean again in view. "Twas so until 9:40 A.M. when the watchful lookout shouted, land ho! and there it was, on our starboard bow, about twenty miles distant, and the land was Palmyra Island! The steamer had, during the past dark night, run between in safety and with only the "cherub's" guidance, the two dangerous shoals marked Kingsman's on the west and Caldera on the east.

PALMYRA ISLAND AND ITS PECULIARITIES.

From a distance, Palmyra Island looks very inviting and its presentation as a spot of terra firma in the midst of the vast waste of waters makes its presence, at the least, very interesting. We viewed the ever changing shape of the land as we neared it, and anxious eyes were engaged in searching for a spot on the

edge of this marvellous freak of nature are thousands of coconut trees whose broad palms bend gracefully to the cooling winds that blow over the surface of the lake, and cast a shade about that is most welcome as a refuge from the glare and heat of the tropic sun. Birds of various kinds are plentiful, including a most gaily colored and very noisy parakeet. After a dash in the cooling waters of the lake, return was had again to the residence of Capt. Anderson. Mrs. Anderson had in the meantime been occupied in writing letters to some friends in Honolulu (one to her brother Mr. W. H. C. Greig, with Lewers & Cooke, the well known lumber dealers), the chance of delivery by the steamer being too good to be lost.

The business conducted at Washington Island entirely is the manufacture of copra. There are some 70 Gilbert Islanders there, about equally divided in the sexes, who pick the nuts and prepare the copra for shipping. These people, the natives, ex-cannibals as they are, are a practical illustration of the benefits of missionary teaching in the islands of the Pacific. They know their work and will only perform that and no more; they will steal, will lie, but in their family relations they are most upright; holding strongly to matrimonial ties. Amongst these almost savages one white man, his wife and children, live in peace and security. At times another white face is not seen for a year; the last lapse being 7 months. The natives have a regular Sunday service of their own, and at which they sing hymns from a book transcribed into their language under the auspices of the Hawaiian Board of Missions, of Honolulu. About two hundred and fifty tons of copra are annually shipped from the island. Before leaving, the visitors were shown by Captain Anderson an excellent production of a South Sea Island racing canoe which, on completion, he intended to forward to Mr. Fred Harrison of Honolulu. At 5 P.M. the last of the natives had arrived home, but no news was brought. Departure was then had for the steamer, which being boarded, after a short delay, got up anchor and at 10 P.M. sailed for Fanning's Island.

FANNING'S ISLAND AND ENGLISH HARBOR.

A voyage of many hours against a strong easterly current and head wind brought us in sight of the largest, most productive and most important of the coral islands which lie within ten degrees of the Equator, viz: Fanning's Island. Here the usual dangers of anchoring or landing are entirely obviated. Good anchorage exists all along the shore of Fanning's Island, while a fine harbor, English harbor, opens its narrow entrance to admit into safe anchorage such vessels as may be desired to place inside. On our arrival off the island we were soon boarded by a son of the late William Greig, and who now takes his lamented father's place as pilot of the port and manager for Greig & Bicknell, the owners of this, as well as Washington Island. Mr. George B. Greig is the name of the tall, bright, active young man who steps aboard and declares his readiness to pilot us in if we desire it. We do desire it, and soon the steamer Bishop is steaming through the entrance of English harbor, leaving Cartwright point a few hundred yards on the port side and gradually nearing a safe and sheltered anchorage within a stone's throw of a well-built and spacious wharf. Mr. Greig was informed of our mission, but had no news for us. Some needed repairs being projected by Chief Engineer Norton, it was decided to lay over here until Monday, and Mr. Greig immediately offered the officers and the solitary passenger on the Bishop full and entire freedom to his domains. Before the curtains of night fell the company was added to by the arrival of Mr. James Greig, a former pupil of Oahu College; his brother David, a lad half-way through his teens and who intends soon to journey to the Paradise of the Pacific for advancement in education; and Mr. J. H. Scott, a Pennsylvanian, who is at present under engagement to Messrs. Greig & Bicknell. A short walk was indulged in about the settlement proper. Mr. George Greig pointing out the different warehouses, trading store, church, copra-sheds, etc. From thence journey was had to the sugar-cane nursery, the banana nursery and fine specimens of plantain and papai were viewed. Flowers of different kinds are now being experimented with and success is hoped. Here, although so close to the equator, on coral foundation, and with the blood-red flag of Great Britain floating proudly aloft, the stranger visitor, be he American, English, German or Hawaiian, can step upon the soil of his native land, several separated heaps being the deposits left by representative vessels of each of those countries. En passant, it might be well to mention that the British flag also flies over Washington Island, both islands having been annexed some years ago by H. B. M. S. Cormorant and the Caroline. At some little distance outside the settlement is the spot allotted to each of the family for a final resting place. In it now, as indicated by the marble tablets, rest the corporeal remains of two children one belonging to the elder Greig and the other to Captain Anderson. Two plots of freshly turned earth indicate the graves of a beloved father and a sister, and loving hands to-day still keep their memory green. Fanning's Island is about twenty-five miles in circumference, eight miles wide, and is an ideal coral island, being circular in shape, and the interior being a large and navigable lagoon. Beautiful coral and pretty pearl shell may be obtained in quantities, while excellent fish, wild duck, plover and curlew abound. The coconut crab which climbs trees, steals coconuts and husks them is here to be found, but is getting scarcer and scarcer.

During our stay here the Messrs. Greig did all in their power to entertain, and that they succeeded in creating a good and lasting impression was evidenced by the hearty and earnest wishes of success which followed them on their departure after we had again, on Monday noon, passed the portals of English harbor and prepared to take our departure in search of the wrecked Lady Lamson, and the new submerged shoal on which she was reported to have struck.

SIGHTING THE LADY LAMSON. Sailing from Fanning's Island at

noon on the 27th ult., we sighted Palmyra again on the 28th at 1:10 P.M., and just before the shades of evening fell our watchful lookout reported a sail ahead. "What's for sale now?" queried the lean man who had just turned out, and who was known to us voyagers to be willing to borrow, beg or even steal anything that he could again sell. No notice was taken of the question, as everybody (three) was interested in the reported sail. Soon it loomed up in sight, and after conjectures had been made that it was everything from the yacht Hawaii to the cruiser Boston, the outlines of a bark stood out strongly defined. As we nearer drew, her careening position to starboard, her closely furled sails and her location within a line of foaming breakers soon satisfied us that we had reached the lost, wrecked, stranded Hawaiian bark Lady Lamson. Darkness coming on, the steamer's head was put off from the dangerous direction of the submerged reef, and a rest from further inquiry was had until next morning.

THE WRECK BOARDED.

At daylight we returned to the wrecked vessel, and at 5:30 o'clock chief officer Thurston and the writer, in a boat, went alongside, and, through a heavy surf, managed to successfully board the stranded bark. On boarding the vessel, which was lying easily and solidly on her starboard side, it was found that she was in about 9 feet of water. The spars were all standing, and that which was most noticeable was that all of the sails were neatly furled, indicating leisure in leaving. It was found that the bark was bilged, and that her back was broken. An extended search showed that there had been little of value on board, or else it had been taken away by the departing boat's crews. Some articles were taken by us, the most valuable consisting of a few sails, a pair of side-lights, some canned goods, charts, compass, two barometers, a bolt of new canvas and other minor articles of little value. The wrecked bark is lying on the southern edge of the crescent-shaped reef known as Kingsman's shoal. Of her location there is not the slightest doubt, as Mr. George Tyrol, the navigating officer of the steamer, as well as Captain Le Claire, took careful observations and locate the wreck in latitude 6 deg. 22 min. N.; longitude 162 deg. 20 min. W. The reef, or shoal, is between twenty and twenty-five miles in length and from two to six miles in width. The shoal is a very dangerous one, as, unless in heavy weather, the breakers only show on the edge of the reef and are neither lofty or noisy. Up to within about fifty yards of the edge of the reef bottom could not be obtained at twenty fathoms while on the reef itself the depth varies from 2 fathoms to 4 feet of water when she went ashore. With a continuance of the weather which was prevailing when we left the wreck, it would be some weeks before she broke up.

At 3 P.M., on March 1st, we took our departure from Kingsman's shoal, going round the western end, and laid course for Honolulu.

After a voyage of twenty days and having sailed over 2908 miles, we failed to find or obtain tidings of the missing boat's crew.

FRANK GODFREY, Special Correspondent.

ADDENDA.

Report of Distance traveled over by steamer C. R. Bishop while engaged in the search for the missing boat's crew of the wrecked Hawaiian bark Lady Lamson, from February 15th, 1893, to March 7th, 1893, inclusive, i.e.:

	Miles.
Honolulu to Lahaina, Maui.....	73
Lahaina to Mahukona.....	89
Mahukona to Kailua.....	46
Kailua to Waimea, Kauai.....	260
Waimea to Nihoa.....	53
Nihoa to Kaula.....	29
Kaula to Palmyra Island.....	965
Palmyra Island to Washington Island.....	118
Washington Island to Fanning's Island.....	75
Fanning's Island to Kingsman's Shoal.....	230
Kingsman's Shoal to Honolulu.....	157
First day, 157; second day, 150; third day, 150; fourth day, 160; fifth day, 213; sixth day, 190.....	970
Grand Total.....	2908

Funeral of C. N. Spencer.

The funeral of the late C. N. Spencer took place Wednesday afternoon from the family residence on the Plains. It was very largely attended by Government officials and others including members of Hawaiian Lodge F. & A. M. The funeral was in charge of Lodge le Progres de l'Océanie A. F. & A. M. of which body the deceased was a Past Master.

The funeral services were conducted by His Lordship Bishop Willis assisted by Rev. Mr. Kitcat. The display of flowers and wreaths was large and many handsome bouquets were sent by friends of the family. The body was interred in Nuanu cemetery.

The following gentlemen acted as pall bearers: Messrs. John Nott, J. S. Walker, Jr., S. Parker, A. J. Cartwright, D. Dayton, J. O. Carter, Jr., J. G. Rothwell, J. F. Bowler and C. T. Gulick.

Send a copy of the Brief History to your friends abroad.

The strongest recommendation that any article can have is the endorsement of the mothers of the town. When the mothers recommend it you may know that that article has more than ordinary merit. Here is what the Centerville, South Dakota, Citizen says editorially of an article sold in their town: "From personal experience we can say that Chamberlain's Cough Remedy has broken up bad colds for our children. We are acquainted with many mothers in Centerville who would not be without it in the house for a good many times its cost, and are recommending it every day." 50 cent bottles for sale by all dealers. BENSON, SMITH & Co., agents for the Hawaiian Islands.

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An excellent line of Chinese Vases, plain and in colors and toilet sets of the finest kind. We also received a large invoice of choice Chinese Teas; beautiful carved Wood Boxes of different varieties and sizes and sandal wood Fans. We also carry a full line of TAILORS' GOODS and keep an experienced Cutter. Other Goods of all kinds at moderate prices.

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